

TRANSIT CORRIDOR PLAN PARKING REQUIREMENTS

Item 6b: Receive Update on Transit Corridors Plan Parking Requirements and Provide Feedback to Staff on Parking Requirement Amendments.

City Council Meeting

January 22, 2019

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Agenda

- Provide an overview of the relevant policy background
- Summarize past feedback, current issues and relevant demographic data.
- Present the proposed parking standards.
- Highlight next steps.

Objective

- Receive City Council feedback on proposed parking standards.

Background

- City General Plan.
- City Transit Corridors Plan.
- San Bruno Measure N – Economic Enhancement Initiative.
- Housing Element.

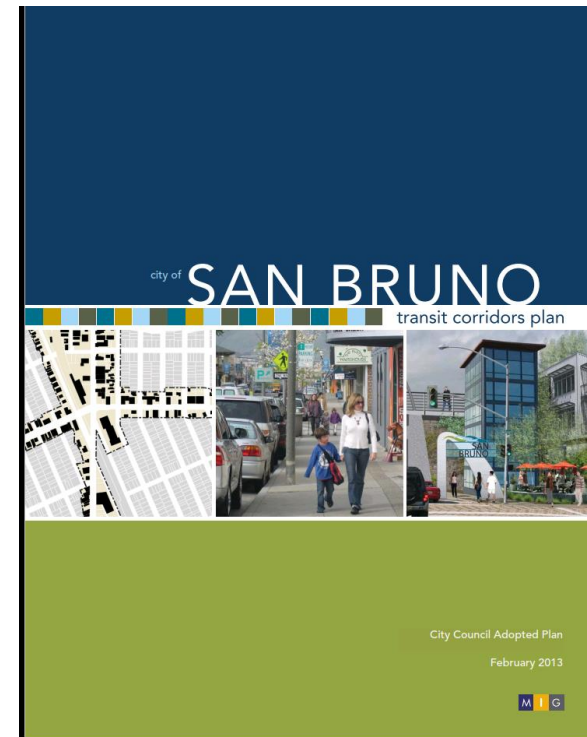
General Plan Policy

- Land Use Element includes the City's guiding land use policies.
- Primary objective of the creation of a transit-oriented district in the City's downtown and transit corridors.
- Lead to the development and adoption of the Transit Corridors Plan and passage of Measure N - Economic Enhancement Initiative.



Transit Corridors Plan Policy

- Vision for the Transit Corridors Plan was created by the community.
- Primary objective of the plan is to facilitate the transformation of the City's downtown and transit corridors into a walkable, mixed-use district capitalizing on the transit system.
- Permits infill development with a mixture of uses to support transit ridership as well as bicycling and walking.
- Plans for the development of up to 1,610 new housing units, almost a million square feet of new office, and 240,000 square feet of new commercial space.



Transit Corridors Plan Policy

- Plan emphasizes various parking management strategies, including:
 - Shared parking.
 - Transportation demand management strategies.
 - Mechanical and automated parking facilities.
 - Developing a parking in-lieu fee for the downtown.
 - Construction of a downtown parking garage.
 - Increasing bicycle parking and facilities.
- Strategies anticipated to collectively reduce parking demand over time when implemented.
- Proposed parking requirements for new development projects in the plan area included.
- Parking requirements reduced from City standards because of the anticipated reduction in parking demand on site at new development.

Housing Element Policy

- City's Housing Element Program 3-H:
 - Reduce parking requirements for housing near transit.
 - Update the City's parking standards pursuant to the Transit Corridors Plan and the State Law on Density Bonuses and Other Incentives For Affordable Housing.

City Council Study Session Feedback (May 8, 2018)

- Generally concerned about incorporating the current proposed TCP parking requirements
- Generally supported amending the TCP Parking requirements to be more conservative in the near term.
- Requested survey data of built TCP projects to inform parking requirement.
- Voiced support for other parking demand and supply management solutions in high impact parking areas, such as those proposed in the Downtown Parking Management Plan.

Summary of Current Demographics

- Census data – 2018:
 - An increase in household sizes (2.9 persons per household).
 - An increase in the number of cars associated with housing units (1.97 vehicles per occupied housing unit).
 - Reduced housing vacancy rates (2.3 %).
 - Number of households with 3, 4 or 5+ vehicles increased (25.6%)
 - Preferred commute mode is drive alone to work (70.2%).

Summary of Other Observations

- Higher housing costs and strong economy.
- Observed increase in the number of vehicles parked in and near housing projects in the city and on residential streets.

Revised Parking Standards - Justification

- The TCP is still in the very early stages of build out and implementation.
- Parking utilization surveys of development projects in the TCP is not available.
- Current data and observations in the City show that parking demand, especially related to housing, is high.
- Residential standards consistent with State Law on Density Bonuses and Other Incentives For Affordable Housing

If parking is inadequate in new development in the TCP area, it could impact neighborhood parking and the existing resident's quality of life.

Revised Residential Standards

Residential Unit Type	Recommended Revised Transit Corridors Plan Parking Requirement (2019)
Single-Family and Two-Family Dwelling Units	1 – 2 per unit (generally 1 per bedroom) <u>2 per unit</u> <u>(if unit > 2,800 sq. ft., 3 spaces)</u> <i>(Current Zoning Code Requirement)</i>
Studio Apartments or Condos	0.75 per unit <u>1 per unit</u> <u>(+0.1 guest stalls per unit)</u>
1 Bedroom Apartments or Condos	1 per unit <i>(no change)</i> <u>(+0.1 guest stalls per unit)</u>
2 or More Bedroom Apartments or Condos	1 – 2 per unit (generally 1 per bedroom) <u>2 per unit</u> <u>(+0.1 guest stalls per unit)</u>

Revised Residential Standards

- For Apartments or Condos:
 - Allow tandem parking.
 - Allow mechanical or automated parking.
 - Prohibit unbundled parking or participation in new RPPP programs.

Revised Commercial Standards

Recommended Revised Transit Corridors Plan Parking Requirement (2019)

Current Zoning Code Requirement

-or-

10% reduction with Parking Management Plan and
Transportation Demand Management Plan.

Also,

Allow mechanical or automated parking with valet.

Recommended Next Steps

- Future Zoning Code Amendments in spring 2019.
- Collect parking utilization survey data collected from completed TCP projects.
- Use survey data to consider any future changes to the standards to ensure the parking supply is most appropriately matched to anticipated demand in the TCP area.
- Review standards be in approximately 2 years.
- In near term- work with developers of pipeline projects to determine compliance or examine alternative approaches to increase parking supply and manage demand.
- Continue to support development in the TCP to achieve the long-term vision of the TCP to create walkable, bicycle-supportive, mixed-use development areas supporting transit ridership and reduced vehicle usage.

Item Objective

Council Feedback and Discussion

QUESTIONS?
